

Mails.

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA or JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, \$400. Excellent accommodation. First class Table. DINNER and STEWARDS carried.

HONGKONG TO NEW YORK, \$350. The Railroad travelling is second to none on the American Continent. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, \$225. Rates of Passage to other points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

Ship	Day	Month
Olympia	Sunday	May 17.
Braemar	Friday	June 5.
Tacoma	Tuesday	June 23.
Victoria	Saturday	July 11.
Olympia	Wednesday	July 29.
Braemar	Sunday	Aug. 16.

THE Steamship OLYMPIA, Capt. J. T. Tupper, sailing at Daylight, on SUNDAY, the 17th May, will proceed to VICTORIA (B.C.), and TACOMA (Wash.), and SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the case of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
General Agents.

Hongkong, May 9, 1896. 930



STEAM FOR

STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for EAST, VIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship KAVENNA, Captain E. STREET, carrying Her Majesty's Mail, will be despatched from this for BOMBAY, &c., on THURSDAY, the 21st May, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the Steamship SHANNON, leaving that port on the 12th JUNE, for LONDON Direct).

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, May 7, 1896. 937

JAVA-CHINA-JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS.
(Subject to Alterations).

JAVA-HONGKONG-YOKOHAMA-KOBE-AMOI-HONGKONG-SINGAPORE-JAVA.

FROM HONGKONG TO JAVA.

S.S. Federation.....May.
S.S. Germania.....June.
S.S. Cassius.....July.

TO JAPAN.
S.S. Germania.....May.
S.S. Cassius.....June.
S.S. Federation.....July.

General Agents for China & Japan: LAUTS, WEGENER & Co.
Hongkong, May 5, 1896. 432

CHAS. J. GAUFF & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOYAGERS' CELESTIAL, BINOCULARS AND TELESCOPES. BUREAU'S LUNAR AND OTHER COMPASSES. ADMIRALTY & NAUTICAL CHARTS.

English Silver & Electro-Plated Ware. Christie & Co.'s Electro-Plated Ware. GOLD & SILVER JEWELLERY in great variety.

D. I. M. O'NEILL & Co.,
Jewellers, Gold & Silversmiths.
A Special Collection of the Latest London Patterns, at very moderate prices. 734

Notices to Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship Ceres, Capt. BEHN, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Underigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong & Wharves & Godown Co., Ltd., and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All heavy, damaged and damaged Goods are to be left in the Godowns, where they will be left on the 19th inst. at 3 p.m. No Fire Insurance has been effected.

SIEMSEN & Co.,
Agents.

Hongkong, May 14, 1896. 938

STEAMSHIP CALEDONIAN.
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. Orizaba and Cambridge, and from Bordeaux ex S.S. Nantes Bordeaux and Frederic Morel, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Hongkong & Wharves & Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon To-day (Tuesday), the 12th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned.

Goods remaining unclaimed after Tuesday, the 19th inst., at Noon, will be subject to rent, and landing charges.

All Claims must be sent in to us as on or before Tuesday, the 19th inst., or they will not be recognised.

All Damaged Packages will be examined on Tuesday, the 19th inst., at 3 p.m. No Fire Insurance has been effected.

C. TOURNIAIRE,
Acting Agent.

Hongkong, May 12, 1896. 977

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY'S
STEAMER JAPAN.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Hongkong & Wharves & Godown Co., Ltd., at Kowloon, whence delivery may be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—From Italy ex S.S. Genoa. From Madras ex S.S. Scindia.

Optional Goods will be landed here unless instructions are given to the contrary before 10 a.m. To-morrow, 14th inst.

Goods not cleared by the 20th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Underigned, on or before the 22nd inst., after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, May 13, 1896. 990

KELLY & WALSH, LTD.

THREE CASTLES CIGARETTES.
SWEET CIGARETTES.

TOBACCOES.

CAPTAIN NAVY CUT—MILD, MEDIUM OR FULL FLAVOURS.

PIONEER BRAND.
PLAYER'S NAVY CUT.
WILL'S BRISTOL BIRD'S EYE.

THREE CASTLES.
PAGODA BRAND.

MANILA CIGARS.

A CHOICE ASSORTMENT OF ALL THE MOST POPULAR BRANDS IN EXTENSIVE COLLECTION.

SMOKER'S REQUISITES.

A FINE SELECTION OF MESSERGAUX AND DUBAI PIPES, CIGARS AND CIGARETTE HOLDERS, AND CIGAR AND CIGARETTE CASES.

To-day's Advertisements.

RICKMERS REGULAR LINE OF STEAMERS.

FOR ANTWERP, BREMEN AND HAMBURG.

(Taking Cargo at through rates to RED SEA, MEDITERRANEAN AND BLACK SEA PORTS).

The Co.'s Steamship Captain STEVEN, will be despatched as above on FRIDAY, the 6th June.

For Freight or Passage, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, May 15, 1896. 982

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

(With liberty to tow the S.S. Bennington from Hongkong to Nagasaki).

The Steamship Captain STEVEN, will be despatched as above on THURSDAY, the 21st inst.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, May 15, 1896. 976

Vessels Advertised as Loading.

Destination	Vessel	Agents	Date of Leaving
At'wp, B'men & R'g	Deike Rickmers (s)	Arnhold, KARBURG & Co.	June 5.
Bremen & Porto C	Karlsruhe (s)	Norddeutscher Lloyd	May 26, at 9 a.m.
Japan	Verona (s)	P. & O. S. N. Co.	May 22, at noon.
London, v. Suez Canal	Sarpidon (s)	Butterfield & Swire	May 19, at 3 p.m.
London & Porto C	Ulysses (s)	Butterfield & Swire	May 23.
London and Hamburg	Clara (s)	P. & O. S. N. Co.	May 21, at noon.
London	Java (s)	Arnhold, KARBURG & Co.	May 26, at noon.
London	Ceylon (s)	P. & O. S. N. Co.	About May 19.
Manila	Sungking (s)	Butterfield & Swire	May 26, at 4 p.m.
Mexico v. Suez	Singay (s)	Messageries Maritimes	May 27, at noon.
N'aki, Kohé & Yama	Oranthe (s)	Butterfield & Swire	May 21, at noon.
New York	Guand G. Tobay	Siemssen & Co.	Quick despatch.
S. Francisco, v. Japan	City of Rio de Janeiro (s)	Pacific Mail S. S. Co.	May 21, at noon.
San Francisco	Queen Elizabeth	Shewan & Co.	Quick despatch.
Shanghai	Nanyang (s)	Siemssen & Co.	May 19, at noon.
Singapore	Rosetta (s)	P. & O. S. N. Co.	About May 17.
S'pore, M'as, H'ndell	Enzo (s)	Butterfield & Swire	May 19, at noon.
Swatow	Haimon (s)	Siemssen & Co.	May 19, at noon.
Swatow, Amoy & F'chow	Namoa (s)	Douglas Lapraik & Co.	May 16, at 10 a.m.
Swatow, Amoy, &c.	Germania (s)	Douglas Lapraik & Co.	May 17, daylight.
Sydney & Melbourne	Manair (s)	Gibb, Livingston & Co.	May 17, daylight.
Tacoma (Wash.)	Olympia (s)	Nor. P'ac. S. & C. Co.	May 17, daylight.
Tientsin	Satohang (s)	Canadian P'ac. C. Co.	May 20, at noon.
Yamaguchi & Japan (s)	Yokohama and Kobe (s)	Siemssen & Co.	May 17, daylight.

To-day's Advertisements.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. Catherine Apeur having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 18th inst., will be landed at Consignees' risk and expense into the Godowns of the WANDAL WAREHOUSE AND STORAGE CO., LTD., Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take immediate delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, May 15, 1896. 1011

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

The Co.'s Steamship Haimon, Capt. BATHURST, will be despatched for the above Port TO-MORROW (SATURDAY), the 16th inst., at 10 o'clock a.m.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Agents.

Hongkong, May 15, 1896. 1008

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHOW, TIENTSIN, HANKOW and Ports on the YANGTSE).

The Co.'s Steamship Captain STEVEN, will be despatched as above TO-MORROW, the 16th inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 15, 1896. 1012

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOI & FOCHOW.

The Co.'s Steamship Namoa, Capt. BATHURST, will be despatched for the above Ports on SUNDAY, the 17th inst., at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Agents.

Hongkong, May 15, 1896. 1009

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship Striped, Capt. JACKSON, will be despatched as above on MONDAY, the 18th inst., at 5 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 15, 1896. 932

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

The Co.'s Steamship Stealer, Capt. PERKINS, will be despatched as above on MONDAY, the 18th inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 15, 1896. 1013

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

The Co.'s Steamship Naneking, Capt. FINLAYSON, will be despatched as above on FRIDAY, the 22nd inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 15, 1896. 1006

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Steamship Talyian, Capt. NIXON, will be despatched on SATURDAY, the 3rd inst., at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engine.

A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 15, 1896. 1014

POST OFFICE NOTICES.

MAILS will close:—

For SWATOW, AMOI, KOBE & YOKO. HAMA.
For Ceres, at 5 p.m., on Saturday, the 16th inst.

For YOKOHAMA & HOGO.—
For Ceres, at 5 p.m., on Saturday, the 16th inst.

For TIMOR, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.—
For Manair, at 5 p.m., on Saturday, the 16th inst.

For HOHHOW & P-KHOL.—
For Mathilda, at 5 p.m., on Saturday, the 16th inst.

For SWATOW, SINGAPORE & BANGKOK.—
For Keng-wai, at 8.30 a.m., on Sunday, the 17th inst.

For KOBE, YOKOHAMA, HONOLULU, VICTORIA, B.C. & PORTLAND, OREGON.—
For Aloua, at 2.30 p.m., on Wednesday, the 20th inst.

For NAGASAKI, KOBE & YOKOHAMA. Per Verona, at 11.30 a.m., on Friday, the 22nd inst.

MEMOS. FOR TO-MORROW.

Shipping.
10 a.m.—Haimon leaves for Swatow. Noon.—Nanyang leaves for Shanghai. Agamemnon leaves for Shanghai.

Auctions.
2.30 p.m.—Auction of Household Furniture, &c., at Mr Geo. P. Lammer's.

Meeting.
9 p.m.—Meeting of Perseverance Lodge.

Exchange.
Hongkong, May 15, 1896.

On London—
Bank, Wire, ... 2/2 1/2
" On demand, ... 2/2 1/2
" 30 days' sight, ... 2/2 1/2
" 4 months' sight, ... 2/2 1/2
Credits, 4 ... 2/2 1/2
Documentary, 4 months' sight, ... 2/2 1/2

On Paris—
On demand, ... 2/75
Credits, 4 months' sight, ... 2/80
" Demand, ... 2/80

On New York—
On demand, ... 5/24
Credits, 60 days' sight, ... 5/24
Wire, ... 1/89
On demand, ... 1/89
" Shanghai, ... 1/89
On demand, ... 7/14
30 days' sight, private pay, ... 7/24
Gold Leaf, 100 fine (per tael) ... 146.80
Silver (per tael) ... 8.97
Silver (per oz.) ... 31.74

On Hongkong—
On demand, ... 2/75
Credits, 4 months' sight, ... 2/80
" Demand, ... 2/80

On Bombay—
On demand, ... 1/89
Wire, ... 1/89
On demand, ... 1/89
" Shanghai, ... 1/89
On demand, ... 7/14
30 days' sight, private pay, ... 7/24
Gold Leaf, 100 fine (per tael) ... 146.80
Silver (per tael) ... 8.97
Silver (per oz.) ... 31.74

On Calcutta—
On demand, ... 1/89
Wire, ... 1/89
On demand, ... 1/89
" Shanghai, ... 1/89
On demand, ... 7/14
30 days' sight, private pay, ... 7/24
Gold Leaf, 100 fine (per tael) ... 146.80
Silver (per tael) ... 8.97
Silver (per oz.) ... 31.74

On Swatow—
On demand, ... 1/89
Wire, ... 1/89
On demand, ... 1/89
" Shanghai, ... 1/89
On demand, ... 7/14
30 days' sight, private pay, ... 7/24
Gold Leaf, 100 fine (per tael) ... 146.80
Silver (per tael) ... 8.97
Silver (per oz.) ... 31.74

On Amoy—
On demand, ... 1/89
Wire, ... 1/89
On demand, ... 1/89
" Shanghai, ... 1/89
On demand, ... 7/14
30 days' sight, private pay, ... 7/24
Gold Leaf, 100 fine (per tael) ... 146.80
Silver (per tael) ... 8.97
Silver (per oz.) ... 31.74

On Fochow—
On demand, ... 1/89
Wire, ... 1/89
On demand, ... 1/89
" Shanghai, ... 1/89
On demand, ... 7/14
30 days' sight, private pay, ... 7/24
Gold Leaf, 100 fine (per tael) ... 146.80
Silver (per tael) ... 8.97
Silver (per oz.) ... 31.74

On Shanghai—
On demand, ... 1/89
Wire, ... 1/89
On demand, ... 1/89
" Shanghai, ... 1/89
On demand, ... 7/14
30 days' sight, private pay, ... 7/24
Gold Leaf, 100 fine (per tael) ... 146.80
Silver (per tael) ... 8.97
Silver (per oz.) ... 31.74

On Tientsin—
On demand, ... 1/89
Wire, ... 1/89
On demand, ... 1/89
" Shanghai, ... 1/89
On demand, ... 7/14
30 days' sight, private pay, ... 7/24
Gold Leaf, 100 fine (per tael) ... 146.80
Silver (per tael) ... 8.97
Silver (per oz.) ... 31.74

On Hankow—
On demand, ... 1/89
Wire, ... 1/89
On demand, ... 1/89
" Shanghai, ... 1/89
On demand, ... 7/14
30 days' sight, private pay, ... 7/24
Gold Leaf, 100 fine (per tael) ... 146.80
Silver (per tael) ... 8.97
Silver (per oz.) ... 31.74

On Chefoo—
On demand

L'Amour du Tonkin says the measures adopted by the French authorities to alleviate the sufferings of the people by the importation of rice alone will cost the Colony \$200,000.

The closing cruise of the season of the Royal Hongkong Yacht Club will take place on Sunday, the 17th May 1896. The Commodore will leave the *Victor Emanuel* at 11 a.m. There will be a 'Ladies' Race at 3 p.m. Over a course to be decided on before the start. A launch will accompany the fleet and tea will be provided. The prizes will be presented on the launch after the race.

Shortly after ten o'clock last night the first floor of No. 73 Jarvis Street was discovered to be on fire. The whole of No. 73 Jarvis Street and the top floor of No. 12 Burd Street, which adjoins, are occupied as a tea and tobacco store. The Fire Brigade turned out, under Captain Lethbridge and Deputy-Superintendent Corcoran, and succeeded in extinguishing the fire after the first and second floors of No. 73 Jarvis Street and the top floor of No. 12 Burd Street were gutted. The ground floor of No. 73 Jarvis Street, occupied as the office, was damaged by water. During the progress of the fire Sergeant Ford who was engaged in fire brigade duty, was hit in the temple with a falling brick, and had to be removed to the Hospital. One of the occupants of the house in Jarvis Street, on discovering it to be on fire, jumped, from a window on the second floor and landed on a sunshade below, receiving slight injuries. The fire was caused by the bursting of a kerosene lamp on the first floor of No. 73 Jarvis Street. The master has gone to some place in the vicinity of Canton, and the building is insured for \$8,500 in the Hamburg Bremen Insurance Co. (Messrs. Garlick and Co.)

Following up the article we published last night giving a statement of Chinese grievances in regard to the cleansing operations of the Whittaker Brigade, a correspondent sends us what he styles: 'Plague Yarns current amongst Christian Chinese.' The following is the essence of the 'yarns,' which, he assures us, are universally credited in Hongkong:—English doctors lose more Plague patients than Chinese doctors because English doctors do not understand Plague when they see it. If a Chinese has fever the English doctor suspects Plague and sends him to Kennedy Town. There the men catches the Plague and dies—confirming the diagnosis. In Sai-ying-poon in one day four Chinese died. All were ill. The Sanitary Board swooped and swept three of the four into Kennedy Town. The fourth man escaped to Canton. He returned a week later, alive and well, to bewail the fate of the three victims to British medical science, and laud their goods and chattels. Chinese doctors understand the Plague completely. The one golden principle that the English doctors fail to grasp is that the medicine must be varied with the idiosyncrasies of the patient. As English doctors fail to understand this, they lose four patients out of ten.

Hongkong is by no means the only place in the world where the native population is addicted to filthy habits and where the Sanitary Authorities have to combat a deeply engrained dislike to cleanliness of house and habitation. Filth is common to all Oriental cities, and we, we suppose, still the millennium. In Colombo, the Municipal Council has been bestirring itself on the subject of sanitation. A Special Committee reported recently on the condition of the overcrowded localities of the town, and the Council, among other things, decided to take action, in accordance with the provisions of the law, against the owners of insanitary buildings, to employ an additional sanitary inspector, and to get an expert—Mr. Baldwin Latham is mentioned—to report on the sanitation of the town. The Colonial Government has agreed to bear half the cost of a report on the drainage and sanitation of Colombo, the Municipality bearing the other half, and hopes are entertained that an eminent expert will soon be obtained to furnish this report. The Government of Hongkong having elected to ignore certain of the recommendations of the Permanent Committee of the Sanitary Board for the regeneration of this Colony from a sanitary standpoint, would it not be a good idea to co-operate with Colombo in getting the services of an eminent sanitary expert who might also be asked to give an opinion on the dual drainage system with which this Colony is blessed? Sanitation is a very serious subject, but it is possible to extract some humour from it after all. Recently a District Surgeon in an Oriental city concluded his exhortation to a subordinate as follows:—'Yes; that's all right, but what is principally needed is "elbow-grease"—you understand?' 'Yes, sir,' replied the subordinate; but in his district report a month later appeared the following entry: 'Elbow-grease not being procurable, tar and sulphur were burnt instead in all the streets and lanes.' What we want in Hongkong is principally 'elbow-grease,' and with the large staff of sanitary officers now employed there would be less need for police assistance if the whole of the employees would only devote a reasonable amount of steady application to purely sanitary duties.

Last night Dr O. B. Martin, of the steamer *Menmuir*, died in the Civil Hospital. The doctor belonged to Sydney, and having been ailing for some time had shipped for the round trip on the *Menmuir* for the benefit of his health. The funeral took place this afternoon to the Happy Valley.

On Wednesday, the day he arrived in the Colony, His Honour Chief Justice Gairdner, paid a visit to the Supreme Court House (he must have thought it a miserable looking shanty), and was introduced to all the officers of the Court by Mr. Kythe, Registrar. We understand His Lordship will begin his official career in the Colony by holding the Criminal Sessions on Monday, the 18th inst.

Tanzani is something essentially practical in the patriotism of our Canadian and Australian cousins. No sooner was the new Sudan expedition mooted than Canada offered the services of a cavalry regiment. Now, a New Zealand gentleman suggests that Australia should present the Mother Country with a new battle-ship costing half-a-million pounds. The strangest thing about this latest proposal is that the originator of the scheme is not even a Britisher. His name is Zimm. He is the New Zealand representative of a powerful English mining company formed to work mines on the West Coast of the South Island. He says such a gift would raise an amount of enthusiasm in England for the colonies which one could hardly realise. Although he is a foreigner, he desires, he says, to show his loyalty and affection for the Empire which gives liberty and protection to all who wish to live under its flag. Two considerations will temper public enthusiasm in the proposal. Firstly, if it is to be an everlasting advertisement solely it will make Australian patriotism the laughing-stock of Christendom; secondly, it would be more becoming if Australia sought to wipe out her indebtedness to home investors before presenting battleships to Great Britain.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL']

LONDON, May 13, 1896.
CHOLERA IN ALEXANDRIA.
Cholera has broken out to an alarming extent at Alexandria.

ITALIAN TROOPS LEAVING AFRICA.

Fifteen thousand Italian troops are about to embark at Massawa on their return to Italy.

THE EDUCATION BILL.

The Education Bill has been read a second time in the House of Commons.

RESIGNATION OF A MEMBER OF PARLIAMENT.

Sir John Pender has resigned his seat in Parliament owing to ill health.

[L'Amour du Tonkin].

THE ITALIANS IN ABYSSINIA.

It is said that the Italians will pay an indemnity to King Menelik in order to be allowed to evacuate Adigrat.

THE CZAREWICH.

The Czar and his mother will leave Nice on the 15th of May.

A DEFAULTING LAUNDRYMAN.

PROSECUTION BY THE SANITARY BOARD.

At the Magistrate's, this morning, before Commissioner Hastings, Lai Lan Kai, Laundryman, was charged with using the 'basement' of No. 6, Staveley Street for habitation without the written permission of the Sanitary Board. Mr. Bowley (for Mr. E. L. Denney) appeared for the defendant. Inspector Biddle stated that on the 7th instant he had visited the basement of No. 6, Staveley Street at 10.45 p.m. and found four men there. He reported to the Board and was instructed to prosecute. He had served defendant with notice to cease using the basement on the 12th April last. Cross-examined. He knew that the defendant had applied to the Board for permission to continue using the premises, to which the Secretary had replied that the application would be considered after certain necessary repairs had been effected by the owner of the house. A wall was now being built across the back of the premises under the supervision of Messrs. Leigh and Orange, and when that was completed, the 'basement' would be converted into a 'ground-floor' and might lawfully be used for any purpose. The basement was 14 feet high in front, and might be 23 feet high at the back. Mr. Bowley asked that there had been no technical breach of the law, and that the defendant had been doing nothing wrong. The Magistrate held that there had been a technical breach of the law, and fined the defendant \$18.

'Is the blood the disease the body is diseased?'—Remember that the blood, whether pure or impure, circulates through the organs of the human body—Lungs, Heart, Stomach, Kidneys, Brain. If it is laden with poisonous matter it spreads disease on its course. In cases of Scour, Typhoid, Cholera, Bad Legs, Skin and Blood Diseases, Pimples, and sores of all kinds the effects of Clarke's Blood Mixture are marvellous. Thousands of wonderful cures have been effected by it. Clarke's Blood Mixture is sold every-where at 25c. per bottle. Beware of worthless imitations and substitutes.

THE STRANDING OF THE MENMUIR.

MARINE COURT OF INQUIRY.

A Marine Court of Inquiry was held at the Harbour Office to-day to consider the circumstances connected with the stranding of the British steamship *Menmuir*, of which Hugh Craig is commander, on the 1st May, on the voyage from Kobe to the Ombay. The court consisted of the following:—Commander Murray Ramsey, R.N., St. Paul's; Magistrate (President); Staff-Commander O. R. H. Robinson, R.N., *Victor Emanuel*; Mr. G. A. Lee, master, *Empress of Japan*; Mr. P. Gibson, master, *Asamori*; and Mr. R. Barton, master, *Asahi*. The *Menmuir* was on a voyage from Kobe to Hongkong with a general cargo. The draught on leaving Kobe was 18'6" and 13'8". At 2.30 p.m. on the 30th April, we left Kobe in thick, rainy weather, blowing fresh from the South. The weather continued much the same till about ten in the evening, when it commenced to clear up. By that time we had passed the ten foot rocks, and at 11 p.m. the weather was perfectly clear and the moon was rising. I remained on deck all night, when the second officer relieved the third officer. The weather was not so much clearing up as I thought it would be. I left word to be called at the entrance to Kurashima Straits. I was not called at the entrance. The first I knew was the ship was ashore. There was no shock, only a list, I knew by the feel that she was ashore. I rushed to the bridge and found the second officer and pilot there. I asked the second officer how he got the ship on shore; did he not see the land ahead. They were disputing as to who was wrong, and I told them to stop the talking at once, and see to the ship. The engines were stopped, and I ordered the anchor to be hoisted to be sounded at once, and asked the second officer why he didn't call me, and he stated to me that the pilot had been asleep and when he was awakened the pilot said all right. The pilot admitted to me that he had been asleep. I called the third officer and asked him to take the bearings round the ship. I found a sandy bottom sloping from the main-mast, the ship was ashore. There was a bank of mud from the funnel to the main-mast. She had gone through the mud on her off and on. The engines would not pull her off and were ordered to stop. I found the ship falling. I stopped the engines. I commenced to shift the cargo from the forehold to No. 5. I pumped the aft ballast tank out at the same time. The ship had about 115 tons of rice, and 120 tons of water were in the tank. At 11.30 on the forenoon of the following day the tide was low, and the engines were started. The ship refused to move. I stopped the engines at 12.30. We were making no water. I then prepared to lighten the ship. At 10 p.m. they got covered lighters for the rice and open lighters for the coal and commenced to unload. At six a.m. on the 2nd May, the ship came to a keel on shore. At 11.55 I put the engines astern again, bearing on the keel at the same time. At 2.27 on the morning of the 3rd, the engines going slowly astern, the ship came off. Going astern the wire on the keel went round the propeller. After the ship came off the ship was water tight. The ship was on the keel and coal from the lighters at 11.10 on the 6th, and at 12 o'clock weighed anchor and proceeded on the voyage and landed at Moji at 5.15 a.m. on the 7th. Left at 5.55 a.m. on the same day and arrived at Hongkong on the 12th, the ship making no water on the passage. On the afternoon of the day of arrival the ship went into dock, and it was found that there was absolutely no damage. She is out of dock now, and loading cargo for Australia.

By Commander Ramsey—Have been on this voyage for five or six years three or four voyages a year. He is a competent pilot. He is the Company's pilot. I think the pilot should be trusted except in narrow places. I had been on deck till midnight. I saw the pilot before I went off the bridge. I did not speak to him. I left word with the pilot early in the evening to call me going through Kurashima. The pilot is a German. He is by the name of the pilot. I am never really off the bridge; my cabin is on the lower bridge, so that I am ready to go on at any time when called. After the ship went ashore when I went on deck it was 2.18 a.m. The ship was going about 10 knots.

KWANG-TUNG NOTES.

News of the terrible famine in Kwangsi has been circulating throughout the whole of Kwang-tung Province. In all the districts and prefectures, subscriptions are being raised for the relief of the sufferers; all the charitable institutions are bestirring themselves. All subscriptions will be forwarded through the Kwong Yuen Tong Charitable Institution to the famine-stricken districts. The amount already subscribed for this purpose from various sources is now no less than 70,000 dollars. Two loads of rice have since been despatched to the famine districts, conveyed by junks and towed by steam launches. A third consignment of rice for the sufferers is being prepared and will be despatched from Canton within the next few days.

MIXING EXPLOITATION.

Some time ago, the Peking Government instructed the various Viceroy and Governors of the different Provinces to start working all the mines that are within their jurisdiction, either by public Company or by the officials themselves. Last week, the Governor of Kwangsi deputed a *maquisse* to come to Canton for the purpose of raising funds and to form a Company to work the mines in Kwangsi Province. A proclamation to this effect, issued by the Kwangsi Governor, was posted the other day throughout the City.

INCREASED TAX OF PREPARED OPIUM.

The Viceroy at Canton received instructions recently from Peking to increase the taxes on prepared Opium. On behalf of the war fund. An officer was deputed to proceed to Shin Hing for the purpose of collecting the tax. The Officer was obstructed by the influence of Ko Yin Magistrate. At first, they turned out in large numbers to resist the Viceroy's representative, but a force of soldiers was ordered out and a proclamation from the Ko Yin Magistrate explaining to the people the cause of the increase had the effect of dispersing those who were disposed to be bellicose.

A DEFUNCT OFFICIAL.

The coffin conveying Li Man Tin's remains is now en route per *ss. Kiangsue* from Shanghai to Canton. Li was the Vice-President of the Board of Rites and a native of Canton. He died last month while occupying this post at Peking. His body is now being conveyed to the ancestral tomb for interment.

THE SUPREME COURT.

H. E. Viceroy Tam Chung Lun has issued notifications that he will on Saturday, 15th inst., personally conduct the examination of all criminals committed by the various district magistrates throughout the Province. This commences the autumn session.

A WHITEWASH DRAGGON WANTED IN CANTON.

Those who have an intimate acquaintance with the city of Canton will know the necessity that exists for a thorough cleansing. The Nam Hoi and Pan U District Magistrates have issued a joint proclamation calling upon the 40-60 (elders or heads of the wards) of the various streets, both outside and inside the city, to take steps for a wholesale cleansing of their respective wards and to cause the immediate removal of all rubbish and refuse lying about the streets. This order has been made with a view to check the sickness which is so prevalent in Canton at the present moment. The elders of each ward will be held responsible for the removal of the accumulations of rubbish that are so offensive to the olfactory organs and so detrimental to the public health—Chinese Mail.

OUR 'Popular' Piano, handsome, full-toned, strong, guaranteed worth, \$355/355.—W. Robinson & Co.

INVESTORS IN THE BLOOD.—We have seen hosts of letters from people who were distressed by the blood disease, and who were told that it could not be cured. It cannot be too highly estimated, for it cleanses and clears the blood from all impurities. This is a good testimonial from the *People's Doctor*, which goes on further to say: 'It is the best Blood Purifier that medicine skill has brought to light, and we can with the utmost confidence recommend it to our subscribers and the public generally.' For Scour, Scoury, Eczema, Bad Legs, Skin and Blood Diseases, Ringworm, and sores of all kinds the effects of Clarke's Blood Mixture are marvellous. Thousands of wonderful cures have been effected by it. Clarke's Blood Mixture is sold every-where at 25c. per bottle. Beware of worthless imitations and substitutes.

SUPREME COURT.

IN BANKRUPTCY.

(Before His Honour Mr. T. Sarcombe Smith, Acting Judge.)

Friday, May 15.

In re J. W. WATTS.

In suit No. 887, Brewer v. Watts, for \$516.84. Mr. J. Hastings (of Mr. V. H. Deacon's Office) said he was prepared to prove his case.

Mr. E. J. Grist, on behalf of the defendant—Your Lordship, a receiving order has been made in this case, and before my friend can proceed with it under the Bankruptcy Act he must obtain the leave of the judge. A receiving order stays all proceedings.

Mr. Hastings—What authority have you got for that?

The Lordship—Section 11, sub-section 2, of the Bankruptcy Ordinance.

Mr. Hastings—I should like to know if my friend disputes the debt. If he admits the debt, of course there will be no necessity for my going on.

His Lordship read Section 11, sub-section 2.

Mr. Hastings—I take it from that if Mr. Grist wishes proceedings to be stayed he must apply to the Bankruptcy Court for an order.

Mr. Grist—There is an amending Ordinance; I think it is No. 6 of 1893. I have not got my copy here.

His Lordship—There is no amendment to Section 11, sub-section 2. You can have a look of my copy.

Mr. Grist—I find the Section in the amending Ordinance is Section 6. Under that my friend is obliged to apply to the Bankruptcy Court to obtain leave to proceed.

Mr. Hastings—That is so. I will make my application to the Official Receiver.

In suits Nos. 681 and 690 (Sassoon and others v. Watts for \$180, and Walker v. Watts for \$400). Mr. H. W. Looker (of Mr. V. H. Deacon's Office) appeared for the plaintiffs. These suits, he said, were on all counts that in which his friend, (Mr. Hastings) appeared, and he presumed the same course would be followed.

His Lordship assented.

THE ASHANTI EXPEDITION.

HONOURS.

The following appears in the *Gazette* of April 10th, 1896:—The Queen has been graciously pleased to give directions for the following promotion, and appointments to the Most Distinguished Order of Saint Michael and Saint George, in recognition of services rendered in the recent Expedition to Ashanti, &c. To be a Knight Commander of the Second Class of the Most Distinguished Order—William Edward Maxwell, Esq., C.M.G., Governor and Commander-in-Chief of the Gold Coast Colony.

The following appointments also appear:—To be Ordinary Members of the Third Class, or Companions of the said most distinguished Order:—

Lieut.-Colonel Adolphus James Price, Surgeon-Lieut.-Colonel Blecherhassett, Montagu Blecherhassett, Surgeon-Major Edmund Monkhouse Wilson.

Captain Henry Douglas Lymore, Adjutant-General, Comdantary.

WAR OFFICE, APRIL 10.

The Queen has been graciously pleased to give orders for the following appointments to the Distinguished Service Order, in recognition of the services of the undermentioned Officers on the West Coast of Africa:—For services in the operations against the Ashanti, &c. during the period, August to October, 1894:—

To be Companions of the Distinguished Service Order, viz:—

Major Peter Wade Grant Copland-Crawford, 7th Battalion, King's Royal Rifle Corps.

Captain Kenneth Jeffrey Rankin Campbell, the Staff Officer.

Captain George Spencer Garland Scott, 4th Battalion, West Yorkshire Regiment.

For services in the punitive expedition against Nimba and Brass villages in February, 1895:—

To be a Companion of the Distinguished Service Order, viz:—

Captain Henry Lionel Galloway, the East Lancashire Regiment.

CORRESPONDENCE.

WHY THERE!

To the Editor of the 'CHINA MAIL.'

Hongkong, 15th May, 1896. Sir,—Perhaps the Capt. Superintendent of Police or those who are responsible for it, entirely ignore the fact that two American and sometimes as many as three dead boxes used for carrying persons suffering from Bubonic Plague and dead bodies from the city to the Hospital, &c., are lying on one side of the road—the much-frequented Old Bailey Street, instead of their being regularly disinfected after their use, without the least sign of their having been disinfected after being in use. They certainly make no grand show there, whilst, on the contrary, may prove a source of danger to the little children of the people living in front of the spot referred to, who innocently and without apprehension, or any danger carry on their juvenile sports close to these gruesome objects. The boxes, moreover, are undoubtedly, an undesirable sight to the general public, and specially to

OFFICIAL ADMINISTRATION IN HONGKONG.

To the Editor of the 'CHINA MAIL.'

Hongkong, May 15, 1896. Sir,—It is now eighteen months since the Government resumed the condemned area in Tsimshatsui at a cost of \$900,000. At 6 per cent, this means a loss to the Colony of \$51,000, so much for Official Administration.—Yours,

RATEPAYER.

THE COMMERCIAL TREATY WITH CHINA.

It does not appear that any very rapid progress is being made in the negotiation of the new commercial treaty between Japan and China. The latter Power is said to have asked for a week's delay to prepare and present a new memorandum, it is what its contents will be there is no definite information. In point of fact, Japan is not at all concerned to hasten the negotiations. She cannot possibly expect, nor has she any apparent right to ask for, a treaty securing to her better terms than those embodied in China's treaties with Western Powers. Hence the conclusion of the treaty now under negotiation will not benefit her in any degree, for she is already enjoying most-favourable national treatment at China's hands. It is somewhat surprising that the leading Japanese journals do not take the trouble to explain the situation exactly to their national. Political agitators seek to make capital out of their attitude, and their country's merchants were seriously handicapped by it. Yet, if they devoted a moment's honest attention to the question, they would see that their national, according to the terms of the Shimonoeki Treaty, are guaranteed the enjoyment of most-favourable national treatment at all times, and that the conclusion of the new treaty, inasmuch as the latter, when concluded, cannot improve upon that treatment, there is not the smallest reason to complain about the tardiness of the negotiations. On the other hand, it is quite certain that the Japanese are not at all concerned to hasten the negotiations. They would see that their national, according to the terms of the Shimonoeki Treaty, are guaranteed the enjoyment of most-favourable national treatment at all times, and that the conclusion of the new treaty, inasmuch as the latter, when concluded, cannot improve upon that treatment, there is not the smallest reason to complain about the tardiness of the negotiations. 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Insurance.

UNION ASSURANCE SOCIETY.
(Instituted in the Reign of Queen Anne A.D. 1714).
CAPITAL FULLY SUBSCRIBED, £450,000.
CAPITAL PAID UP, £180,000.
TOTAL INVESTED FUNDS EXCEED £2,000,000.
TOTAL ANNUAL INCOME, £850,000.

THE undersigned, having been appointed Agent of the above Society in Hongkong, is prepared to issue POLICIES against FIRE on the usual terms.

HARRY WICKING,
Pract. Central.

THE MANCHESTER FIRE ASSURANCE COMPANY.
(Established A.D. 1824).

CAPITAL £2,000,000.
TOTAL FUNDS AND SECURITIES £2,489,053.
NET ANNUAL FIRE PREMIUMS £707,478.

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN AND CHINESE RISKS at current rates.

HOLLIDAY, WISE & Co.,
Agents.
Hongkong, January 1, 1896. 12

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS at 31st December, 1894, £1,071,018 2s. 2d.

Authorized Capital, £2,000,000.00
Subscribed Capital, £2,750,000.00
Paid-up Capital, £267,500.00
Fire Funds, £2,419,927.3
Revenue Fire Branch, £1,545,454.15.7

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN AND CHINESE RISKS at current rates.

SHEWAN & Co.,
Agents.

13 July, 1895. 1300
THE EMPRESS ASSURANCE CORPORATION, LIMITED.

FIRE AND MARINE.

WE have this day been appointed Agents and are prepared to accept RISKS at current rates.

HOLLIDAY, WISE & Co.,
Hongkong, April 23, 1896. 892

Intimations.

KOWLOON HOTEL.

NEAR THE GODOWN WHARF.

SURROUNDED by magnificent gardens, and commanding beautiful views of the Harbour and Island of Hongkong.

ROOMS TO LET WITHOUT BOARD.

KEGELBAHN

AND AMERICAN BOWLING ALLEYS.

BAR AND BILLIARDS.

LUIZ M. LOBO, Manager.
Hongkong, May 9, 1896. 968

NOTICE.

PRIVATE BOARD AND RESIDENCE
at Mrs. HUBBARD'S, No. 11A, Praya East.

N.B.—Will open on 1st May next.

TERMS MODERATE.
Hongkong, April 23, 1896. 858

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS Commodious and Well-appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent views of the Harbour and mainland of China.

SPECIAL SUMMER RATES.
(From 1st April to 31st October).
One person, per day ... \$ 4.00
One person, per month ... \$75 to \$80.00
Married couple (occupying one room) per day ... 7.00
Married couple (occupying one room) per month ... 150.00
Married couple (occupying two rooms) per month ... 170.00
Extra Bedroom, per month \$40 to \$50.00
For further Particulars, apply to
THE MANAGER,
New Victoria Hotel.

Hongkong, April 4, 1896. 725

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-Class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor and Manager.
Hongkong, November 24, 1894. 1807

EXTRACTS

Sweet Scents from flowers.

RIGAUD'S WHITE VIOLETS.

RIGAUD'S WHITE ROSE.

RIGAUD'S WHITE JASMINE.

RIGAUD'S WHITE LILAC.

RIGAUD'S WHITE HELIOTROPE.

RIGAUD'S MELATI.

RIGAUD'S YLANG-YLANG.

RIGAUD'S FOUERE ROYALE.

RIGAUD & Co., PRIMA, PARIS.

For Sale by A. H. Watson & Co., Chemists.

Shipping.

Steamers.

FOR SHANGHAI.
The Steamship *Nanyang*,
Capt. F. SCHULZ, will be despatched for the above Port TO-MORROW, the 16th Instant, at Noon.

For Freight or Passage, apply to
SIEMSEN & Co.,
Hongkong, May 15, 1896. 993

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship *Sarpedon*,
Capt. JACKSON, will be despatched as above on SATURDAY, the 16th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 4, 1896. 932

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN & QUEENSLAND PORTS and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

The Steamship *Albatross*,
Capt. CRAIG, will be despatched for the above Ports on SUNDAY, the 17th Instant, at Daylight, and not as previously notified.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions throughout the voyage.

A Stowageless and a duly-qualified Surgeon are carried.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, May 12, 1896. 956

FOR YOKOHAMA AND KOBE.
The Steamship *Ceres*,
Capt. BENBEN, will be despatched for the above Ports on SUNDAY, the 17th Instant, at Daylight.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.

Hongkong, May 14, 1896. 997

ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS-INDIA.

JAVA-CHINA-JAPAN LINE.

FOR SWATOW, AMOY, YOKOHAMA AND KOBE.
The Steamship *Garmatia*,
Capt. BENBEN, will be despatched for the above Ports at Daylight on SUNDAY, the 17th Instant.

For Freight or Passage, apply to
LAUS, WEGENER & Co.,
General Agents.

Hongkong, May 14, 1896. 1004

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
The Co.'s Steamship *Sungai*,
Capt. C. B. N. DODD, will be despatched as above on MONDAY, the 18th Instant, at 4 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 13, 1896. 995

FOR SINGAPORE, MARSEILLES, HAVRE AND HAMBURG.
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship *Erato*,
Capt. OSTERMANN, will be despatched for the above Ports on the 18th Instant, at Noon.

For Freight, apply to
SIEMSEN & Co.,
Agents.

Hongkong, May 12, 1896. 979

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE.
The Steamship *Poonchow*,
Capt. BACKHOUSE, will be despatched on TUESDAY, the 19th Instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 14, 1896. 1006

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.
The Co.'s Steamship *Nanchang*,
Capt. FINLAYSON, will be despatched as above on WEDNESDAY, the 20th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 14, 1896. 1006

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.
The Steamship *Curmarthorpe*,
Capt. SINCOCK, Commandant, will be despatched for the above Ports at Noon on THURSDAY, the 21st Instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, May 12, 1896. 978

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 27th May, at Noon, the Company's Steamship *SYDNEY*, Commandant AUBERT, with PASSENGERS, SPECIE, and CARGO, will leave for PORT SAID and MARSEILLES.

The Steamer connects at COLOMBO with the a.s. *Ville de la Cloche*, which vessel takes on the Passengers and Mails, leaving that Port on the 8th June, direct to SUEZ, PORT SAID and MARSEILLES.

Cargo and Specie will be registered for London or well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 29th May. (Parcels are not to be sent on board; they must be left at the Agent's Office.)

Particulars and value of Packages are required.

For further particulars, apply to the Company's Office.

C. TOURNAIRE,
Acting Agent.

Hongkong, May 13, 1896. 998

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Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship *Ulysses*,
Captain CAIRNS, will be despatched for the above Port TO-MORROW, the 16th Instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 13, 1896. 996

SHELL LINE OF STEAMERS.

FOR LONDON AND HAMBURG.
The Co.'s Steamship *Clum*,
Captain T. BLACK, will be despatched as above on TUESDAY, the 20th Instant, at Noon.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, May 14, 1896. 1003

Sailing Vessels.

FOR SAN FRANCISCO.
The 100 A.T. British Ship *Queen Elizabeth*,
Fulton, Master, will leave here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.,
Agents.

Hongkong, February 13, 1896. 898

FOR NEW YORK.
The 3/3 L.L.I. American Barque *Cornwall*,
Capt. SHUMWAY, shortly expected, will leave here for the above Port, and will have quick despatch.

For Freight, apply to
SIEMSEN & Co.,
Agents.

Hongkong April 13, 1896. 782

NOTICE.
STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, HAVRE & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Karlruhe..... Tuesday May 26.

Prinz Heinrich..... Tuesday June 23.

Preussen..... Tuesday July 21.

Sachsen..... Tuesday August 18.

Bayern..... Tuesday September 16.

Prinz Heinrich..... Tuesday October 13.

Preussen..... Tuesday November 10.

ON TUESDAY, the 26th day of May, 1896, at 9 a.m., the Company's S.S. *KARLSRUHE*, Captain E. WALKER, with PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 23rd Instant, and Specie will be received on board until 5 p.m. on Monday, the 25th Instant, and Parcels will be received at the Agent's Office until Noon, on MONDAY, the 25th Instant. Consents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

Linen can be washed on board.

For further Particulars, apply to
MELOERS & Co.,
Agents.

Hongkong, May 2, 1896. 918

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

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C. TOURNAIRE,
Acting Agent.

Hongkong, May 13, 1896. 998

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Intimations.

THE CHINESE MAIL

報日字華
(Wah Tsai Yat Po).

THIS paper is now issued every day. The subscription is fixed at Five Dollars per annum delivered in Hongkong, or Eleven Dollars Forty Cents including postage to Coast ports. It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing. The proprietors, basing their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Hongkong, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. On the one hand, it commands Chinese belief and interest, while on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for the above may be sent to
GEO. MURRAY BAIN,
Chinese Mail Office.

NOW ON SALE.

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CHINA REVIEW

from

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To be had at the Chinese Mail Office, Messrs. KELLY & WALES, Messrs. LANE, CRAWFORD & CO., Hongkong; and Messrs. KELLY & WALES, Shanghai.

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would materially aid the SENATE of the COLLEGE by forwarding to the ALICE MASONIA HOSPITAL:

- (1). Glass Jars (for museum purposes).
- (2). Illustrated Papers and Books for the Student's Reading Room and Library.

Address to
JOHN C. THOMSON,
Lion Sec. to the College,
Hongkong, February 25, 1891.

SHARE LIST—QUOTATIONS—MAY 15, 1896.

Stocks.	No. of Shares.	Value.	Value.	Value.	Value.
Hongkong and Shanghai Bk. & Co.	80,000	125	all	185 1/2 prem. = \$366.25	
New Lease.				241.10	[buyers]
Bank of China & Japan, Limited	39,950	5	5	nom.	
" ordinary	19,975	2	2	nom.	
" deferred	1,250	1/2	1/2	22 buyers	
National Bank of China, Limited.	2	10 1/2	8.10	830 sellers	
MARINE INSURANCES.					
Canton Insurance Co., Ltd.	10,000	250	50	\$200, sellers	
China Traders' Insurance Co., Ltd.	24,000	83.33	25	\$80, sellers	
North-China Insurance Co., Ltd.	5,000	100	50	\$10, 202, sellers	
Straits Insurance Co., Ltd.	30,000	100	20	\$28, buyers	
Union Insurance Society Co., Ltd.	10,000	200	50	\$218, sales and buyers	
Yangtze Insurance Association, Ltd.	8,000	100	50	\$150	
FIRE INSURANCES.					
China Fire Insurance Co., Ltd.	20,000	100	50	\$34, sales	
Hongkong Fire Insurance Co., Ltd.	8,000	250	50	\$38, sales and sellers	
DOCKS.					
H'kong & Whampoa Dock Co., Ltd.	12,500	125	all	182 1/2 prem. = \$352.50	
STRENGTHENERS.					
China and Malacca S. S. Co., Ltd.	5,000	50	all	\$87, sales	
Douglas Steamship Co., Limited	20,000	50	all	\$87, buyers	
H.K. O. and M. Steamship Co., Ltd.	20,000	15	15	\$33, sales and buyers	
Indo-China S. S. Company, Limited	20,000	10	all	\$66, buyers	
China Mutual S. S. Co.	20,000	10	10	\$2.5, sales	
Do. (new issue)	20,000	10	10	\$2.10	
REFINERIES.					
China Sugar Company, Limited	20,000	100	all	\$115, sales and buyers	
Luen Sugar Company, Limited	7,000	100	all	\$60, buyers	
WHEAT.					
H.K. & Kow. Wheat & Godown Co.	20,000	50	all	\$46, sales and sellers	
Wanchai Warehouse and Storage Company, Limited	2,600	100	37 1/2	\$40, sellers	
LAND AND BUILDING.					
Hongkong Land Investment and Agency Company, Limited	50,000	100	50	\$72, sales and sellers	
Kowloon Land and Building Company	6,000	50	30	\$19, sellers	
Humphreys' Estate & Finance Co.	25,400	10	all	\$9.25, sales and sellers	
West Point Building Co., Limited	12,500	50	40	\$18, sellers	
TRAMWAYS.					
H.K. High-Level Tramways Co., Ltd.	1,250	100	all	\$85, buyers	
Jelabu Mining & Trading Co., Ltd.	45,000	5	all	\$3, sellers	
Panion Mining Co., Ltd.	60,000	4	all	\$18, sales	
Société Française des Charbonnages du Tonkin	12,000	600	600	\$72, sellers	
New Balmoral Gold Mining Co., Ltd.	50,000	3	all	\$2, buyers	
Raub Aust. Gold Mining Co., Ltd.	20,000	1	13/10	\$5.10, sales and buyers	
Olivers Freshhold Mines, Ltd.	4,500	5	5	\$8, sales	
PLANTING, ETC.					
China-Borneo Company, Ltd.	7,500	100	50	nom.	
H. G. Brown & Co., Limited	6,000	50	all	\$6, buyers	
Hongkong Hotel Company, Ltd.	6,000	50	all	\$32, sales	
DISPERALANCE.					
A. B. Watson & Co., Limited	60,000	10	all	\$12, buyers	
Dakin, Cruickshank & Co., Ltd.	50,000	5	all	\$1	
LOANING.					
H.K. and China Gas Co., Limited	7,000	10	all	\$100, buyers	
Hongkong Electric Co., Limited	30,000	10	all	\$5.00, sales	
BRICK AND CEMENT.					
Green Island Cement Co., Ltd.	20,000	10	10	\$18, buyers	
MISCELLANEOUS.					
Bell's Aberdeen Eastern Agency	8,000	1	121	nom.	
Id.	7,000	1	12	\$10, 89, sellers	
Campbell, Moore & Co., Limited	1,200	10	all	\$5	
Geo. Fenwick & Co., Limited	8,000	25	25	\$23, sellers	
Hongkong Bakery Company, Ltd.	600	50	all	\$36	
Hongkong Dairy Farm Co.	10,000	10	all	\$5	
Hongkong Ice Company, Limited	8,000	25	all	\$108, sales and sellers	
Electric Rope Manufacturing Co.	8,000	50	all	\$118, sales	
Two Cotton Spinning and Weaving Co., Ltd.	10,000	100	100	\$100, 90	
International Cotton Manufactur.	10,000	100	100	\$100, 75	
Ing Co., Ltd.	10,000	100	100	\$100, 100	
Loou-Kung-Mow Cotton Spinning and Weaving Co., Ltd.	8,000	100	100	\$100, 100	
Carmichael & Co., Ltd.	8,000	25	25	\$38	
Shy Cheong Cotton Spinning Co., Ltd.	2,000	100	100	\$100, 200	
Founders' share.					

Chinese Imperial 1896: 1/100, 2/100, 3/100, 4/100, 5/100, 6/100, 7/100, 8/100, 9/100, 10/100, 11/100, 12/100, 13/100, 14/100, 15/100, 16/100, 17/100, 18/100, 19/100, 20/100, 21/100, 22/100, 23/100, 24/100, 25/100, 26/100, 27/100, 28/100, 29/100, 30/100, 31/100, 32/100, 33/100, 34/100, 35/100, 36/100, 37/100, 38/100, 39/100, 40/100, 41/100, 42/100, 43/100, 44/100, 45/100, 46/100, 47/100, 48/100, 49/100, 50/100, 51/100, 52/100, 53/100, 54/100, 55/100, 56/100, 57/100, 58/100, 59/100, 60/100, 61/100, 62/100, 63/100, 64/100, 65/100, 66/100, 67/100, 68/100, 69/100, 70/100, 71/100, 72/100, 73/100, 74/100, 75/100, 76/100, 77/100, 78/100, 79/100, 80/100, 81/100, 82/100, 83/100, 84/100, 85/100, 86/100, 87/100, 88/100, 89/100, 90/100, 91/100, 92/100, 93/100, 94/100, 95/100, 96/100, 97/100, 98/100, 99/100, 100/100.

Intimations.

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The Overland China Mail.

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The Overland China Mail, by the convenience of its form and the accuracy and fulness of its reports, has long been popular with residents who wish to send home a weekly budget of the news of Hongkong and the Far East. Circulating, as it does, among nearly all the old China 'hands' at Home and also among residents at the Treaty Ports and in the interior, it offers special advantages to advertisers.

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UP THE YANGTSE.

BY E. H. PARKER.

SKETCH MAPS.

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Orders for Copies will be received by Messrs. LANE, CRAWFORD & CO., and Messrs. KELLY & WALES, Limited.

FOR SALE.

A COMPLETE REPRINT, in Pamphlet Form, of the proceedings in the LIBER CASE OF REGINA V. PITMAN, containing the whole of the Proceedings at the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press.

To which is now added a Report of the Case of PITMAN V. KESWICK AND OTHERS.

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In the following Statements and Tables the Rates are given in cents, and are, for Letters per half ounce, for Books and Patterns, per two ounces.

Newspapers over two ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together, one, and a number of copies of the same paper may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or as Books.

Commercial Papers signify such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books.

The sender of a Registered Article for a Union Country may obtain an acknowledgment of delivery on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers for Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 3 ounces except to Austria, Belgium, Bolivia, Bulgaria, Congo Free State, Costa Rica, Ecuador, Egypt, Free State, Greece, Guatemala, Hawaii, Holland, Hungary, Italy, Japan, Liberia, Luxembourg, Mexico, Persia, Peru, Portugal, Roumania, Salvador, Serbia, Siam, Spain, Switzerland, Tunis, The Argentine Republic, The Dominican Republic, The Republic of Honduras, United States, to which places 12 oz. (350 grammes) is the limit, and must not exceed these dimensions: 12 inches by 8 inches by 4 inches.

Countries of the Postal Union. The Union may be taken to comprise all civilised countries.

Postage to the United Kingdom. Letters, 10 cents per 1/2 oz. Post Cards, 4 cents each. Registration, 10 cents. Books, Patterns and 2 cents per 2 oz. Comm. Papers, 2 cents per 2 oz.

Postage to Union Countries. General Rates, by any route:— Letters, 10 cents per 1/2 oz. Post Cards, 4 cents each. Reply Post Cards, 8 cents each. Registration, 10 cents. Newspapers, 2 cents per 2 oz. Books, Patterns and 2 cents per 2 oz. Comm. Papers, 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

LOCAL POSTAGE. The General Local Rates for Hongkong, China and Treaty Ports (Canton excepted) are:— Letters per 1/2 oz., 5 cents (e). Post Cards, each, 1 cent. Reply Post Cards, 2 cents each. Books and Patterns, per 2 oz., 2 cents. Newspapers and Prices Current, 2 cents per 2 oz. Registration, 5 cents.

(e) Between Hongkong, Canton, and Mexico 3 cents.

Local Delivery. 1. All correspondence posted before 5 p.m. on any week day (except Sundays and public holidays) will be delivered the same day. In Town (Ship Street to Bonham Strand West, up to level of Robinson Road) at 8 a.m. 10 a.m., noon, 2 p.m. 4 p.m. 6 p.m. In the Suburbs, 9 a.m., noon, 2 p.m., unless the delivery should be retarded by the Contract Mails.

2. Holders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., all of the same weight, to addresses in Hongkong, or the Ports of China, may deliver them to the Post Office unsealed, the postage being then charged to the sender's account. Each batch must consist of at least ten.

3. Holders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes or Jewellery and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

It is forbidden to insert in ordinary or Registered Correspondence (a) Current Coin (b) Articles liable to Customs Duty.

Parcel Post to the United Kingdom. Parcels not exceeding 11 lbs. in weight are received in Hongkong and at British Post Offices in China, for transmission to the United Kingdom by P. & O. Packet and Gibraltar. No parcel is sent with the Overland Mail via Brindisi. Parcels therefore arrive in London about eight days later than the Mail. Parcels may be sealed, but any parcel, even though sealed, is liable to be opened for examination.

Parcels must be posted in Hongkong before 3 p.m. on the day before the departure of the Mail. Those arriving from the Coast, &c., after this hour are kept for the following P. & O. Mail.

The Postage is 40 cents per lb., and 25 cents each succeeding lb. or fraction of a lb. which includes Registration fee, and must be prepaid in stamps. No further charge is made in the United Kingdom except for Customs dues. No parcel must be more than 3 feet 6 inches in length, or 6 feet in greatest length and girth combined. A receipt is given for each Parcel.

The sender must fill up a form of Customs Declaration, which can be obtained free at each Post Office. No parcel can be accepted till this is completely and accurately filled. The only articles ordinarily sent from China which are liable to duty are Tea and Tobacco.

Dangerous or perishable goods, articles likely to injure the Mails, Liquids (unless securely packed) or parcels easily crushed, such as band boxes, are prohibited. No Parcel can be received if its value exceeds \$500. A Parcel may contain a letter to the same address as that of the Parcel itself, or another Parcel to the same address. No other enclosures are allowed.

With regard to inward Parcels, addressees are requested to observe that the Parcel Mail is not opened until the ordinary distribution of letters, &c., is finished. The postage on Parcels at home is 10d. per lb., the Regulations are generally similar to the above, and the Parcels are sent out of office.

Indemnity for the Loss of a Registered Article. The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while

passing through the Post, to the extent of \$10 in each case, provided:—

1. That the sender duly observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, and within a year at the most from the date of Posting.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal Administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handiwork bound books, &c., which reach their destination, although in a broken or deteriorated condition. Nor on account of alleged losses of the Contents of Registered covers which have reached their destinations. Nor on account of any article for which the addressee has signed a receipt.

Misdirected or Delayed Correspondence. When correspondence has been misdirected or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, sent to the Post Office at 7 p.m., or as the case may be, and forward it, without any other writing whatever, to the Postmaster General. This action should be taken the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

1. Circulars, Dividend Warrants, Invitations, Cards, Patterns, Bills, Almanacs, &c. for addresses in Hongkong or the Ports of China, in batches of not less than ten of uniform size and weight may be sent to the Post Office unsealed, the postage at the rate of one cent each, being paid in cash or charged to the sender's account. Special accounts may be opened with non-holders for the delivery of considerable number of such articles.

2. Such covers, when addressed to places other than Hongkong or China, must be prepaid two cents each in stamps as heretofore.

3. Circulars, &c., must not exceed 3 ounces each in weight. Patterns, Almanacs, &c., must be under 4 ounces each in weight. Heavier articles will be charged ordinary rates.

4. Envelopes containing Patterns, &c., may be wholly closed if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be enclosed in pattern packets.

5. Addresses must be complete. That is to say, such covers as are not addressed to bonds of houses the addressee's residence, or place of business must be added. Incompletely addressed covers will be returned to the sender for address.

Money Orders.

(Office Hours: Sundays and holidays excepted) 10 to 4, Saturdays 10 to 1, but the office is open from 10 to 5 on the working day next before any mail for Europe, which leaves at noon.

[Money orders cannot be issued or cashed on week mornings, when closing mails for Europe, until noon.]

1.—Money Orders are issued at Hongkong and Shanghai at current rates of exchange on the following Countries and places:—

Canada. China Ports (Hankow, Canton, Swatow, Amoy, Foochow, Ningpo, Hankow, and Shanghai). Ceylon. Hawaii (Sandwich Islands). British India (including Barmah and the Agencies of the Indian Post Office in the Persian Gulf). Japan Ports (Nagasaki, Osaka, Kobe, Yokohama and Hakodate). New Zealand. New South Wales. British North Borneo. Queensland. Siam (Bangkok only). Straits Settlements (Singapore, Penang and Malacca). Tannan. United Kingdom. Victoria. United States of America.

2.—Money Orders are also issued at Hongkong and Shanghai at current rates of exchange on the following Countries and places:—

Austria-Hungary. Belgium. Bulgaria. Denmark (including Iceland and Faroe Islands). Dutch West Indies. Egypt. France, with Algeria. German Empire (including Heligoland and the Cameroons). Holland. Italy (with Agencies at Tripoli, Assab and Massawa). Norway. Orange Free States. Portugal (including Madeira and the Azores). Sweden. Switzerland. Transvaal. Tunis.

3.—Orders on the Comptoir drawn through the London Post Office are paid less the following discount for which the remitter should allow. All such Orders must be expressed in British currency:—

For sums not exceeding £2, 3d. Exceeding £2 but not exceeding £5, 6d. Exceeding £5 but not exceeding £10, 1s. 6d. Exceeding £10 but not exceeding £20, 2s. 6d. Exceeding £20 but not exceeding £50, 3s. 6d. Exceeding £50 but not exceeding £100, 4s. 6d. Exceeding £100 but not exceeding £200, 5s. 6d. Exceeding £200 but not exceeding £500, 6s. 6d. Exceeding £500 but not exceeding £1,000, 7s. 6d. Exceeding £1,000 but not exceeding £2,000, 8s. 6d. Exceeding £2,000 but not exceeding £5,000, 9s. 6d. Exceeding £5,000 but not exceeding £10,000, 10s. 6d. Exceeding £10,000 but not exceeding £20,000, 11s. 6d. Exceeding £20,000 but not exceeding £50,000, 12s. 6d. Exceeding £50,000 but not exceeding £100,000, 13s. 6d. Exceeding £100,000 but not exceeding £200,000, 14s. 6d. Exceeding £200,000 but not exceeding £500,000, 15s. 6d. Exceeding £500,000 but not exceeding £1,000,000, 16s. 6d. Exceeding £1,000,000 but not exceeding £2,000,000, 17s. 6d. Exceeding £2,000,000 but not exceeding £5,000,000, 18s. 6d. Exceeding £5,000,000 but not exceeding £10,000,000, 19s. 6d. Exceeding £10,000,000 but not exceeding £20,000,000, 20s. 6d. Exceeding £20,000,000 but not exceeding £50,000,000, 21s. 6d. Exceeding £50,000,000 but not exceeding £100,000,000, 22s. 6d. Exceeding £100,000,000 but not exceeding £200,000,000, 23s. 6d. Exceeding £200,000,000 but not exceeding £500,000,000, 24s. 6d. Exceeding £500,000,000 but not exceeding £1,000,000,000, 25s. 6d. Exceeding £1,000,000,000 but not exceeding £2,000,000,000, 26s. 6d. Exceeding £2,000,000,000 but not exceeding £5,000,000,000, 27s. 6d. Exceeding £5,000,000,000 but not exceeding £10,000,000,000, 28s. 6d. Exceeding £10,000,000,000 but not exceeding £20,000,000,000, 29s. 6d. Exceeding £20,000,000,000 but not exceeding £50,000,000,000, 30s. 6d. Exceeding £50,000,000,000 but not exceeding £100,000,000,000, 31s. 6d. Exceeding £100,000,000,000 but not exceeding £200,000,000,000, 32s. 6d. Exceeding £200,000,000,000 but not exceeding £500,000,000,000, 33s. 6d. Exceeding £500,000,000,000 but not exceeding £1,000,000,000,000, 34s. 6d. Exceeding £1,000,000,000,000 but not exceeding £2,000,000,000,000, 35s. 6d. Exceeding £2,000,000,000